

# CHINA



# MAIL.

Established February, 1846,

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

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HONGKONG, WEDNESDAY, APRIL 16, 1879.

日五十一月三年卯己

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR & Clement's Lane, Lombard Street. GEORGE STREET & Co., Cornhill, GORDON & GOTCH, Ludgate Circus, E. C. BATES, HENDY & Co., 4, Old Jewry, E.C. SAMUEL DEACON & Co., 160, & Leadenhall Street.

PARIS AND EUROPE:—LEON DE BOSNY, 18, Rue Monsieur, Paris.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

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SAN FRANCISCO and American Ports generally:—BROWN & BLACK, San Francisco.

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## BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up CAPITAL, 5,000,000 Dollars, RESERVE FUND, 1,800,000 Dollars.

COURT OF DIRECTORS.  
Chairman—W. H. FORBES, Esq.  
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LONDON BANKERS.—London and County Bank.

## HONGKONG.

INTEREST ALLOWED.  
On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—  
For 3 months, 3 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.  
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,  
Chief Manager,  
Offices of the Corporation,  
No. 1, Queen's Road East.  
Hongkong, February 16, 1879.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

RATES OF INTEREST ALLOWED ON FIXED DEPOSITS.  
At 3 months' notice 3% per Annum.  
" 6 " 4% " "  
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On Current Accounts at Rates which can be ascertained at their Office.

D. A. J. CROMBIE,  
Acting Manager,  
Oriental Bank Corporation,  
Hongkong, November 23, 1878.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £200,000.  
RESERVE FUND, £150,000.

Bankers,  
THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in HONGKONG grants Drafts on London, and the chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conveys all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

On CURRENT ACCOUNTS, 2 per cent. per annum on the daily balance.

On FIXED DEPOSITS.

For 3 months, 3 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

## Entertainment.

### GARRISON THEATRE.

BY PERMISSION  
OF MAJOR-GENERAL E. DONOVAN, AND  
LIEUT.-COLONEL HALL, AND  
OFFICERS R.A.

### THE ROYAL ARTILLERY DRAMATIC CLUB.

will give  
A PERFORMANCE,

### THIS EVENING,

the 16th April, 1879.

For the benefit of a Widow of the

Corps.

The Performance  
will commence Each EVENING,  
with the

### DOMESTIC DRAMA

in Two Acts, entitled

### THE CHIMNEY CORNER.

To conclude  
Each EVENING with the Original and  
Entertaining FARCE, entitled

B. B.

By kind permission the Band of 27th  
Innes Skillings will attend.

Price of Admission:  
First Seats.....One Dollar.  
Second do.....50 Cents.  
Third do.....25 "

Tickets can be obtained at the OFFICERS' MESS, SERGEANTS' MESS, and CANTEEN SERGEANTS, R.A., and 27th INFANTRY REGIMENT, and at the DOORS on the Nights of Performance.

Doors Open at.....8.30 p.m.  
To Commence at.....9.00 "

### PUNKAHS.

" GOD SAVE THE QUEEN."

Hongkong, April 16, 1879. ap17

### THE HONGKONG CHORAL SOCIETY,

WILL PERFORM

### TRIAL BY JURY,

by ARTHUR SULLIVAN,

AND DEDIN'S BALLAD OPERA,

### THE WATERMAN,

at the CITY HALL THEATRE,

ON

### TUESDAY NEXT,

the 22nd Instant, at 9 p.m.

Tickets may be obtained and Places secured at Messrs LANE, CRAWFORD & Co.'s, on and after Thursday, the 17th, at Noon.

W. WHEELER,  
Acting Hon. Secretary.

Hongkong, April 15, 1879. ap22

## Auctions.

### PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

ON

### FRIDAY,

the 18th of April, 1879, at 11 a.m., at his Sales Room, Zetland Street,

(For account of the concerned.)

50 Cases YELLOW METAL, from

16 to 24 ounce.

TERMS—Cash on delivery.

F. RAPP,  
Auctioneer.

Hongkong, April 12, 1879. ap18

### PUBLIC AUCTION.

TO BE SOLD by PUBLIC AUCTION,

shortly, on a day to be

hereafter named, unless previously dis-

posed of by private contract.—

### THE HONGKONG DISTILLERY,

Situate at East Point, Hongkong, now in Complete Working Order, and Capable of Distilling upwards of 2,000 Gallons daily. The Property is of a most valuable nature, comprising THREE PIECES of GROUND close to the water, viz.:—Inland Lots Nos 749, 781 and 782, with the Substantially Built DWELLING HOUSE and BUSINESS PREMISES erected specially for the purpose only a few years since, together with the MACHINERY, ENGINES, STILLS, VATS, STOCK, and TRADE FURNITURE and FITTINGS.

For further Particulars, apply to

Messrs SHARP, TOLLER, and

JOHNSON, Solicitors, Supreme Court House,

Hongkong.

Hongkong, March 5, 1879. my20

## NOTIFICATIONS.

### EX LATE ARRIVALS.

CALCUTTA SUN HATS and HELMETS in New Shapes.  
CHRISTY'S SUMMER STRAW and FELT HATS.  
ELLEWOOD'S EXTRA LIGHT PATENT AIR CHAMBER HELMETS.  
FRENCH LIGHT SUMMER BOOTS & SHOES, CANVAS SHOES.

ELECTRO-PLATED ICE PAILS, ICE TONGS, ICE SHOVELS, ICE PITCHERS.  
The New ELECTRO-PLATED READING LAMPS for Kerosene, perfectly safe.

ELECTRO-PLATED CIGAR LAMPS, LAWN TENNIS BATS and BALLS.

POCKET SIPHONS and WATERPROOF COATS.

AUTOMATON UMBRELLAS, PERFUMERY and TOILET SOAPS.

INDIA RUBBER AIR BEDS, CUSHIONS and PILLOWS.

The New CHIT BOOKS. MAPS OF AFGHANISTAN.

CAFETIERES. COCOA-NUT MATTING & MATS.

NEW SCARVES, BRACES and COLLARS.

The PATENT LIFE JACKETS and SWIMMING BELTS.

MEERSCHAUM and BRAHMI PIPES. DE LA RUE'S and AMERICAN PLAYING CARDS.

The Celebrated HUNYADI JANOS MINERAL WATER.

SEBBAT'S FIBRINE DOG BISCUITS. MAGNIFYING GLASSES.

MAPS OF CHINA.

A Large COLLECTION OF WORKS OF REFERENCE.

FAMILY SCALES.

OVERLAND-TRUNKS.

CLARETS, SAUTERNES and OTHER LIGHT SUMMER WINES.

LANE, CRAWFORD & Co.

Hongkong, April 2, 1879.

## FOR SALE.

### EUGENE RIMMEL'S TROPICAL FLOWER WATER.

TRADE MARK  
TRADE MARK  
TRADE MARK

SUPERIOR TO ALL SIMILAR PREPARATIONS.

VOGEL & Co.,

Sole Agents for China.

Hongkong, February 19, 1879. my19

FOR SALE.

### DEVOE'S KEROSINE OIL, in One

Pint Tins, according to the Ordinance.

LANE, CRAWFORD & Co.

Hongkong, April 12, 1879. ap19

## NOTICES OF FIRMS.

### NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. WILLIAM SALWAY in our Firm CEASED on the 1st Instant. Mr. WILSON will Sign the Firm in Liquidation.

WILSON & SALWAY,  
Architects, &c.

Hongkong, April 12, 1879. ap23

## Shipping.

### Steamers.

FOR SINGAPORE, SYDNEY AND MELBOURNE.

(Calling off the usual Coast Ports, and taking through Cargo and Passengers for New Zealand.)

The Eastern and Australian Mail Steam Co.'s Steamer

"SOMERSET,"

Captain POOKLEY, will be despatched as above on SATURDAY Next, the 19th Instant, at Noon.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.

Hongkong, April 15, 1879. ap19

## Sailing Vessels.</

## Intimations.

Volume Seventh of the  
"CHINA REVIEW."

Now Ready.

No. 4.—Vol. VII.

—OF THE—

CHINA REVIEW.

## CONTAINS—

Notes from the Book of Rites—  
Brief Sketches from the Life of K'ung-ming.

The Ballads of the Shih-king.

Translations of Chinese School-books.

The Critical Disquisitions of Wang Oh'ung.

Alchymy in China.

Appendix to Wylie's "Coins of the

Ching Dynasty"; "Hien Fung" Period.

Short Notices of New Books and Literary

Intelligence.

Notes and Queries:—

A Few Petty Additions to Dr Douglas'

Dictionary.

Trouts in China.

Ancient Vases.

Inheritance.

Greeting the Spring.

Adoption.

The Torn Kuan.

Mongol and Yuan-pao.

Leasehold Usage.

Chinese Coins.

Coronation of the King of Loochoo.

The Ouigur Alphabet.

Books Wanted, Exchanges, &c.

China Mail Office.

Hongkong, March 21, 1879.

## Notices to Consignees:

## FROM LONDON AND SINGAPORE.

THE S.S. *Glenagles* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods—*with the exception of Opium*—are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 o'clock on 14th.

Cargo remaining undelivered after the 21st instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO.

Hongkong, March 15, 1879.

## FROM LONDON, SINGAPORE AND PENANG.

THE Steamship *Lord of the Isles* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharf or Boats delivery may be obtained.

Cargo remaining undelivered after the 21st instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, April 15, 1879.

## COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for counter-signature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Ex "Peisho."

A M E (in diamond) H L 8 (underneath) Nos. 3, Order, 1 case Cotton, from London.

F V Mr F. Vincent, 26 bags Beans, A L from Saigon.

A No. 135/142, Assen, 8 cases Umbrellas, from Marseilles.

A A No. 100, Messrs Melchers & Co., 1 case Merchandise, from Marseilles.

S P Order, 22 bags Stones, from Madras.

Hongkong, April 10, 1879.

## To-day's Advertisements.

## FOR SHANGHAI

The Steamship

"AMOY,"

G. H. DREWES, Master, will be despatched for the above Port TOMORROW, the 17th inst., at 4 p.m.

For Freight or Passage, apply to

SIEMSEN & Co.

Hongkong, April 16, 1879.

## FOR NEW YORK

The 41 American Ship

"HAZE,"

EVANS, Master.

For Freight, apply to

VOGEL & Co.

Hongkong, April 16, 1879.

## FOR MANILA

The 41 Italian Bark

"EMILIO V."

MIRIZZO, Master.

For Freight, apply to

VOGEL & Co.

Hongkong, April 16, 1879.

## FOR SALE

COKE..... \$7.50 per ton.

COAL TAR..... 10 cents per gallon.

Delivery to be taken at the Gas Works, West Point.

Hongkong, April 16, 1879.

## To-day's Advertisements.

## TO LET

TOGETHER, OR SEPARATELY.

MARINE-HOUSE—WEST

FIRST AND SECOND FLOORS, and A

GODOWN.

Apply to

E. R. BELLIOS.

Hongkong, April 16, 1879.

my 1

Not Responsible for Debts.

Neither the Captain, the Agent, nor

Owners will be Responsible for any

Debt contracted by the Officers or Crew

of the following Vessels, during their stay

in Hongkong Harbour:—

J. H. FRIEDEMIR, German brig, Capt.

A. H. KRONKE—Wiele & Co.

GOLDEN FLEECE, British barque, Capt.

JAMES WILSHIRE—Gilmour & Co.

ONIDA, British ship, Captain S. Glynn—

Gibb, Livingston & Co.

TAIWAN, German barque, Captain G.

JESSEL—Arthur, Karberg & Co.

QUEEN OF INDIA, British barque, Capt.

R. H. CARY—Adamson, Bell & Co.

LODGE OF THE ISLES, British steamer,

Capt. T. S. BEAL—Gibb, Livingston & Co.

## SHIPPING.

## ARRIVALS.

April 16, *Prima Donna*, American ship,

1450, W. H. Lunt, Yokohama April 6,

Ballast.—VOGEL & Co.

April 16, *Georg Bons*, German barque,

402, F. v. Trumbull, Singapore March 8,

Wood.—WIELE & Co.

April 16, *Amoy*, British steamer, from

Canton.

April 16, *Tanais*, French steamer, 1785,

de la Marcella, Yokohama April 10, Mails

and General.—MESS. GERIERS MARITIMES.

April 16, *Flintshire*, British steamer,

1236, T. Thomas, Saigon April 10, Rice.—

GIBB, LIVINGSTON & Co.

April 16, *Matsuwa*, German barque, 479,

H. Kluge, Singapore March 18, Timber.—

WIELE & Co.

## DEPARTURES.

April 16, B. F. Watson, for Saigon

16, *Glenagles*, for Shanghai.

16, *Emil Julius*, for Whampoa.

16, *An-lan*, Chinese R. C., for a cruise.

16, *Norna*, for Salson.

16, *Diamante*, for Manila.

16, *Arratoon Apear*, for Singapore, Penang, and Calcutta.

16, *Moray*, for Singapore, Penang, and Calcutta.

16, *Penedo*, for Manila.

## OLEARED.

Fuyew, for Shanghai.

Lord of the Isles, for Shanghai.

Kwangtung, for Coast Ports.

Wrecker, for Swatow.

Denbighshire, for Manila.

## PASSENGERS.

## ARRIVED.

Per *Tanais*, from Yokohama, Messrs

Yosokawa and Nakawa.

Per *Flintshire*, from Saigon, Messrs

Serre, Duby, and 53 Chinese.

## DEPARTED.

Per *Glenagles*, for Shanghai, Mr Robin-

son.

Per *Arratoon Apear*, for Singapore, &c.,

Mr and Mrs Dauver, Messrs J. R. Shiloore,

Madge, H. N. Cooper, and 250 Chinese.

Per *Moray*, for Singapore, &c., 350 Chi-

nease.

Per B. F. Watson, for Saigon, 2 Euro.

peans.

Per *Nona*, for Saigon, 76 Chinese.

Per *Diamante*, for Manila, 1 European.

Per *Penedo*, for Saigon, 2 Chinese.

## TO DEPART.

Per Fuyew, for Shanghai, 100 Chinese.

Per *Amoy*, for Shanghai, 10 Chinese.

Per Kiangtung, for Coast Ports, 2 Euro.

peans, and 300 Chinese.

## SHIPPING REPORTS.

The German barque *Georg Bons</i*

coming summer. We strongly command this suggested revival of the "Field of the Cloth of Gold" to the Amateur Dramatic Club, and would urge them to lose no time in doing so, considering the lateness of the season. What say you, good Kings Hal and Francis, fair dame Katherine, Constance, and Anne, Mesmeure Darley, Suffolk, and Von Schlesier? It mainly depends on you.

## AMATEUR THEATRICALS.

Last night the Garrison Theatre was filled by a large audience, come together to witness an amateur theatrical performance by the Royal Artillery Dramatic Club, the proceeds of which are to be devoted to the relief of the widow of a late member of the Corps. The domestic drama of "The Chimney Corner" was the piece selected for representation, and on the whole it was admirably put on the boards. The cast was as follows:—

SOLON PROBY (aged 91), *J. Dade*.  
PETER PROBY (a chamberlain), *E. G. Reynolds*.  
JOHN PROBY (his son), *F. Fillingham*.  
MR CHARLES CHETTRY (a lawyer), *H. Stringer*.  
SISTER (a detective), *W. J. Buswell*.  
MRS HOBKIN (wife of *W. H. Drake*, Peter), *Mrs W. J. Buswell*.

Too much praise cannot be given to Mr Reynolds who, as Peter, won the admiration and hearty applause of the house. Mr Dade, as the grandfather, performed his difficult part well, and both the ladies deserve great credit for their careful, quiet, and artistic rendering of the roles assigned them. The other characters are of minor importance in the piece, of too little importance apparently for those who undertook them to bestow much care upon their study. The farce of "B.B." (otherwise "The Benign Boy") brought the entertainment to a close. The characters were thus assumed:—

SQUIRE GREENFIELD, *J. W. Phillips*.  
BOB RATTLES, (the ex-Ohio), *E. G. Reynolds*.  
JES, (waiter at the Percy Arms), *F. Fillingham*.  
MR BENJAMIN B. SMITH, (an agent), *J. Dade*.  
MRS. FURCHISON, (landlady of the Percy Arms), *Mrs W. H. Drake*.  
DOROTHY (house-maid of the Percy Arms), *Mrs W. J. Buswell*.

In the farce every one made a highly creditable appearance. The ladies deserve the greatest meed of praise. Both Mrs. Drake and Mrs. Buswell approach nearer perfection every time they appear. Mr Fillingham seemed much more at home in the character of Jes than in that to which he was relegated in the "domestic drama." His impersonation of the waiter was extremely good. The performance will be repeated this evening, when it is to be hoped as good an audience will be present. This being so, a considerable sum will be realized for the widow whom it is intended to benefit. We should not omit to mention the excellent services of the Band of the 27th Inniskillings, which tended very much to enliven the evening.

## CORRESPONDENCE.

## WHO'S WHO.

To the Editor of the "CHINA MAIL".  
Hongkong, April 16.  
Sir,—I observe what I conceive to be a grave irregularity with regard to the recognition of General Grant at Singapore. At the state dinner at Government House, where the Maharajah of Jorobor and the heads of Departments, civil and military, were present, the Administrator, I read, proposed the health of the President of the United States, coupling with it the name of the distinguished guest of the evening. This, to my mind, is considerably ridiculous. The toast of the President of the United States should not be coupled with the name of anybody, unless he is the President of the United States. General Grant is coming amongst us, "for he himself hath said it," simply as citizen of the United States, without authority in the Councils or Government of the country. We are quite at liberty to drink General Grant's health as frequently and as devotedly as need be; but if we drink the health of the President of the United States, we drink the health of the present occupant of White House, and General Grant is left out in the cold. It would be just as appropriate to drink the health of the Governor of Hongkong, and couple with the toast the name of Sir Hercules Robinson. Again, I fancy the references to the General being the next President are slightly too cock-sure. Col. Moseby is alleged to have stated that Grant is to be the next President; but that don't rank for much. I should advise Chambers of Commerce and such like things as present addresses to men like the General, (of whom we are all proud) not to prophecy unless they are dead certain.

A. R.

## Police Intelligence.

Besides the Ichang case there was very little business of interest at the Police Court to-day.

Wong Afong, a hawker, was charged with being found in the unlawful possession of two pictures, the property of Sergeant Robinson of the 27th Regiment; but the case was dismissed, as it was shewn that the pictures had been left at the defendant's house by a man who had left the colony.

James Cooney and Thomas Coyne, privates belonging to the 27th Regiment, were charged with assaulting one Wong Acting, a milkman, and stealing 23 cents. From the complainant's statement it appeared that one of the defendants asked him for change; he pulled out all he had, but defendants produced no currency for which they wanted change to be given, he returned it to his purse. Suddenly a man jumped up and seized complainant round the waist, whilst the second defendant placed his hands over his eyes, and the first defendant relieved him of his purse, containing 23 cents. The defendants then ran away into one of the Barrack rooms, and were afterwards identified by the complainant. James Burns, a private in the same regiment, gave evidence which appeared to corroborate the complainant's statement. His Worship remanded the case till the 23rd instant, to allow of further evidence being obtained.

The two men charged with being concerned in the disturbance at Bhamun Strand last Friday were further remanded till the 19th instant.

## BREACH OF PASSENGERS ORDINANCE.—THE ICHANG.

David Martin, Master of the British sloop *Ichang*, appeared on a summons for that he carried in the steamer *Ichang* an excessive number of passengers, to wit, 400 more than 2 passengers to every 3 tons.

Mr Sharp (the Crown Solicitor) appeared to prosecute, and Mr Mackintosh, of Messrs Butterfield & Swin (the agents), appeared in person to defend the case.

Mr Sharp said:—This is a summons under Ordinance No. 11, of 1866, under section 2, or rather more particularly with regard to section 3, (section read). This case requires very little comment as it is almost exactly similar to the two cases of the Canton Steamer Company which came before your Worship; with this exception that it appears to me to be somewhat more glaring a defiance of the law than those other cases, inasmuch as one would have imagined that recent occurrences would have cautioned the defendant in this case, at all other Captains of passenger steamers, against allowing such an offence as this to occur. But this seems not to have been the case.

Indeed for some time past it has been known, although not exactly ascertained, that the *Ichang* was carrying an excessive number of passengers; so much so that instructions were given to Inspector Matheson to take a precise and careful reckoning of the number of passengers on board on Friday last, being Good Friday, with a view to prosecuting.

His Worship: I presume there is no evidence of all this continued contravention of the law, and that you confine yourself merely to the day when the excessive number of passengers in said case have been carried.

Mr Sharp: Precisely, we merely allege and intend to prove that the contravention of the Ordinance was committed on that particular day. I do not bring evidence of the continued contravention of the Ordinance. That was only sufficient to raise suspicion and led, as I have said to Inspector Matheson receiving his instructions, and counting the number of passengers on *Friday* last which was found to be excessive. I shall prove that the net registered tonnage of the *Ichang* is 1049 tons; and according to the ordinance, which prescribes two passengers for every three tons net registered as the maximum number of passengers to be carried, she would be legally entitled to carry 698 passengers. On the occasion in question no less than 1088, exactly four hundred over and above what the ordinance permitted, were carried. The examination and reckoning were carried out with exceeding care; and every provision was made, steam launches and boats were sent out and stationed in various parts of the harbour, to make sure that no colliers or others got on to the steamer from sampans before the counting took place. The number of passengers coming from the steamer by the different gangways would be sworn to by Inspector Matheson, Sergeant Flynn, and P. C. Campbell; and there could not be the slightest doubt that all the passengers they counted came down the Canton River by that steamer, and that none went on board from this harbour.

Mr Alves, clerk at the Harbour Master's office, produced the Register of Ships entered here which shewed the *Ichang*'s net registered tonnage to be 1049.57. This would allow her to carry 698 passengers according to the ordinance.

By Mr Mackintosh:—An application was made a few days ago to have the *Ichang* remeasured, and also in 1876, but the application was then refused under instructions from the Board of Trade.

Inspector Matheson sworn deposed:—I received instructions to count the passengers which arrived by the steamer *Ichang* last Friday. I placed a boat outside the shipping to see that no boats got alongside before she got into the Harbour; and a steam-launch was ordered to cruise about, besides five boats kept by the wharf. I stationed myself on the wharf along with Sergeant Flynn, P. C. Campbell and several other constables. A guard was kept at the gate, and no one was allowed on the Wharf except the Police and a few of the Company's coolies; they wear a certain kind of hat.

When the steamer got alongside the wharf I told the Chinese Sergeant to tell the passengers not to make a rush as I was going to count them. I placed myself at the main gangway with two constables.

Sergeant Flynn went to the forward gangway, and Campbell to the after gangway.

I counted the passengers as they came out by one, and took a note of it at the time. I counted 788. I am sure that no one but the Company's coolies went on board whilst I stood there, and these I did not count. All the passengers left the Wharf as soon as they landed. The crew were left on board, but I did not count them.

I noticed the police boats and the steam-launch whilst I was counting the passengers.

Precautions were taken to prevent any one getting on board from the water side.

By Mr Mackintosh:—I counted men, women and children; I did not count children under 5 years of age, but all others. I cannot say how many children I counted, but there were very few. I do not know all the crew of the steamer, and could not be certain that none of the crew left with the passengers. I do not remember that any European passengers came out of the gangway I was at. Corrected! I think I counted one.

Sergeant Flynn deposed to having counted the passengers which left the forward gangway. He was assisted by two Chinese Constables. There was no rush. He counted the passengers one by one and made a memorandum at the time:—I counted 262; I tallied every 25. I am quite sure that number is correct. I did not see whether there were any sampans.

Cross-examined:—There were some children in arms whom I did not count. I cannot say how many there were. I counted all children who walked. They might perhaps be under ten years of age. I know most of the crew of the *Ichang*. There are some Chinese I don't know. I cannot say how many. All those I counted left the quay. I cannot swear that none of the crew walked out with the passengers. No European passengers came out of my gangway. The Captain came off by my gangway. I did not, of course, count him nor any other European officers or passengers.

Re-examined:—There might roughly be a dozen or fifteen children not in arms I counted them.

P. C. Thomas Campbell, No. 68, deposed:—I was stationed on the Ichang-Wharf last Friday when the steamer came in. I was last two witnesses with me. I was stationed at the after gangway. A Chinese constable was with me. I counted the passengers as they came off. There was no

one. No one went on board save the coolies with the Company's hat on. I believe the officers of the ship were aware on board, the steamer that we were counting the passengers. The Chief Officer knew. He put an extra gangway up and told me that Inspector Matheson required me to count the passengers leaving by that gangway. This was some three or four minutes after the steamer came alongside.

Cross-examined:—I counted the children. I do not remember seeing any children in arms. I was stationed on the upper deck. I did not count any of the crew of the steamer. Some of them went down by my gangway. Some of them might have been counted by me, but I don't think so. The European passenger I counted, belonged, I think, to the Chinese Customs. He had some one.

Mr Sharp (the Crown Solicitor) said:—This is a summons under Ordinance No. 11, of 1866, under section 2, or rather more particularly with regard to section 3, (section read). This case requires very little comment as it is almost exactly similar to the two cases of the Canton Steamer Company which came before your Worship; with this exception that it appears to me to be somewhat more glaring a defiance of the law than those other cases, inasmuch as one would have imagined that recent occurrences would have cautioned the defendant in this case, at all other Captains of passenger steamers, against allowing such an offence as this to occur. But this seems not to have been the case.

Indeed for some time past it has been known, although not exactly ascertained, that the *Ichang* was carrying an excessive number of passengers; so much so that instructions were given to Inspector Matheson to take a precise and careful reckoning of the number of passengers on board on Friday last, being Good Friday, with a view to prosecuting.

P. C. Delury, No. 34, deposed:—I was in one of the police boats when the *Ichang* from Canton came in on Friday last. She was abreast of Stone-cutter's Island when I first saw her. There were no junks or boats about her. She was then going full speed. She slackened speed in the same towards the shipping. I was able to observe whether any sampan went alongside. There were none. I followed her to the wharf. There were other police boats there; all sampans were kept off. I boarded the *Ichang*. After the steamer went alongside no gangway was lowered down on the water side; I kept off every one from that side of the vessel. There were other police boats there. I made no count of the passengers.

Luk Ahoi, deposed:—I am an accountant in Nam Sing's tailor shop. I was a passenger on *Friday* last by the *Ichang* from Canton. The steamer stopped at Whampoa; she took in passengers there. I cannot say how many, she came thence direct to Hongkong.

By Mr Mackintosh:—Did you travel on purpose to find this information? Yes.

You are a disinterested witness, Yes.

Mr Sharp said this was the case for the Crown. He thought the facts he undertook to prove he had satisfactorily proven. Under the circumstances, he remarked, this seems a very determined and glaring breach of the Ordinance, especially as there have been so many warnings given lately, not only by recent severe experiences, cases in which heavy fine had been inflicted on two steamers under similar circumstances about a couple of months ago, or hardly so much as that; but the *Ichang* herself was counted on that occasion, so that the Captain cannot possibly plead ignorance, or that he has not had ample and sufficient warning. It is therefore for me to ask the full amount of penalty be inflicted. I do not think it can possibly be expected that anything can be said on behalf of the defendant on account of the children who were on board the steamer. It may be that some children were counted, although none of those who were carried in arms have apparently been reckoned. But the ordinance says nothing whatever about children not counting as passengers. The words of the Ordinance are "every passenger." In the event of overcrowding or any calamity the lives of the children would just be as much in importance as those of adults. The questions as to the construction of this Ordinance, and the reasons for its being on the statute book have been so fully gone into on a recent occasion that it is hardly necessary for me to comment further on them at this time. I would simply ask your Worship to inflict the same "penalty" as was inflicted on a similar occasion. It seems to me that this is a most determined breach of the Ordinance, and although I much regret that I should have been compelled to come before the Court again so soon with a case of this kind, no other course is open, and I have to move for the full penalty.

Mr Mackintosh, in reply to Mr Sharp's remarks, submitted that the Hongkong Ordinance was entirely at variance with the Merchant Shipping Act, and did not therefore apply.

His Worship said this point had been discussed before, and he could not agree with the view now presented. He had to deal with the local law; not the imperial.

Mr Mackintosh did not think the point he was to submit to the Court had been before raised. He was to quote a section as to the conflict of laws.

By P. C. Campbell:—By part 3 of section 109 of the Merchant Shipping Act of 1854, it was enacted that:—If, on any matter relating to any ship or to any person belonging to any ship, there appears to be a conflict of laws, then if there be in the third part of this Act any provision on the subject, which is hereby expressly made to extend to such ship, the case shall be governed by such provision, and if there is no such provision the case shall be governed by the law of the place in which such ship is registered." Now a statute passenger by this same Merchant Shipping Act was defined to be a person over twelve years of age; and two children under twelve years of age; and two children under twelve years of age were to be calculated as one passenger. He contended that this provision, which had apparently been specially made for the East India and the Colonies, applied to this case; and that this Imperial enactment had the effect of overriding the Hongkong Ordinance.

The Court held that the local Ordinance ruled the whole matter, but took a note of the objection.

Mr Mackintosh referred to the Chinese Emigration Ordinance governing the passenger traffic between Hongkong and the Straits, and pointed out that by its provisions the Statute passenger definition was that the number of passengers, even if the Court was against him on that point, had not been shown with that accuracy, and carelessness of reckoning, which they had a right to look for when a conviction was demanded. Without great care inaccuracy of counting was always inevitable in such cases; some members of the crew might have passed without being known and they would of course be counted. The crew was a large one, including com-  
moners, boys and a large number of other natives. It was not for him to show that they had been counted. It was for the prosecution to show that four hundred passengers had passed. This they had not done.

Mr Mackintosh said:—The greatest contention was, that the steamer was under Imperial law, and he had to mention that in 1870 the drawings of the *Ichang* were submitted to the Chief Surveyor of the Board of Trade in Glasgow, who gave it as his opinion that the *Ichang* could carry on the coast of the United Kingdom 96 passengers and in river trade partly smooth water 1,200 and on rivers and lakes 1,800, all statute adults. She had also been certified to carry 918 passengers to Singapore by the Government Surveyor and Lloyd's, whilst by the Ordinance under which the present proceedings were instituted she was only allowed to carry 92.

Since these drawings were submitted to

the Chinese, the mandarins appear to have approved of these proposals, and to have applauded the Christians for their conciliatory bearing and conduct. But the gentry and literati would have nothing less than their expulsion from the place. The meeting then broke up, and the Christians retired to a lodging house in the town. Very shortly afterwards the mandarin's alarm-gong was sounded, the hundreds of people rushed, at the signal, to the lodging house where the Christians had retired for the night, dragged four of them into the street, beat them most barbarously with all manner of weapons, and inflicted severe wounds on the unfortunate men, leaving them, as was supposed, dead. Two of these poor men were then thrown, like dogs, into the river, but managed to scramble to the other bank and crept away till they were found by the yamen runners, who placed them in a sedan chair and sent them to the nearest mission station in the district. The other two men were taken up as dead, and the brutal literati, aided by their hired followers, set fire to their clothing and queues. These two sufferers were ultimately rescued and also sent in a chair to the nearest mission station. From the station they were sent on boat to this port, where they arrived on the 29th March, and were placed in the Mission Hospital, under the care of Dr. Taylor. The unfortunate men were, we are informed, unable to walk or stand when they arrived in Foochow, and one of them was delirious and is still in a very precarious condition.

Mr Mackintosh said he had further to state that so long ago as 1876 he had applied to have the *Ichang* remeasured, and was told that the papers were all referred to the Colonial Secretary. From that day to this they had never heard a word about it. They were waiting to see what was to be done with this Ordinance, which was said to be oppressive, before they took any further steps for remeasuring the vessel. His present measurement of 1049 was not correct, they held, inasmuch as the *Powen* had only recently been remeasured increasing her number of passengers from 425 to 1200, he did not know whether he was unreasonable in asking the Court to suspend judgment until the *Ichang* should have been put in an equally favourable position.

Mr Sharp replied briefly. He adhered to the local Ordinance, and held that children must be considered as passengers. If there was as many children as to alter the aspect of the case against the *Ichang* the defendants should be brought evidence of this. As to the crew he had no doubt the officers, who knew the passengers were being counted, would prevent the crew going off to increase the number.

The Court: We have no evidence that any of the officers knew except the Chief Officer. Inspector Matheson, recalled by the Court, said:—When the ship was coming up I saw the Captain on the bridge. When about half the passengers had been counted out the Chief Officer came up to me and asked whether I wanted an additional gangway. I said he might put one up; this was done.

The Magistrate said:—I have gone very carefully through the evidence, and I am of opinion that the charge has not been substantiated. You charge the defendant with carrying 400 passengers over and above the legal number. Now it is much easier for the prosecution to take a smaller number than they have even reason to believe the steamer carried in excess, and prove that number. If they take the largest number in excess that they have reason to suspect, they must take the risk of not being able to prove it. I don't think you have proved that. There is no evidence before me that any one on board the *Ichang* was being counted, or were at the gangway. There is nothing to show that some of the crew did not come on shore. Who is to tell? There was certainly nothing done to prevent them. There is no proof that all the men these constables counted were passengers. I am quite satisfied that the *Ichang* was carrying a number of passengers very much in excess of her legal number; but that she had 400 in excess, as you allege, has not been proved. The defendant is therefore discharged. The point has been decided before, that if you charge a steamer with carrying a certain number you must prove that she carried that number or the case fails to ground. That was decided by Mr Russell, and although I would not necessarily be bound by the previous decision of this Court I agree with it.

THE WU-SHIH-SHAN CASE.

Very little progress towards a satisfactory settlement of the Wu-shih-shan case appears to have been made during the past week. Various measures of compromise have, we hear, been proposed, all of which have however proved unacceptable to the parties concerned. Sir Thomas Wade has, we believe, made every effort to stay legal proceedings, but the missionaries very properly decline to accede to any terms that will necessitate a voluntary surrender of the premises on Wu

## Intimations.

**F**HUTCHINGS begs to announce to the Community of Hongkong that he will be able to supply BEEF, MUTTON, &c., from 1st October, and trusts that they may grant him their support.

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Hongkong, September 20, 1879.

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**P**ORTION of a HOUSE, very suitable for OFFICES and DWELLING, also for a STORE, Queen's Road Central. Possession 1st March next.

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FIRST FLOORS of Nos. 2, 3 and 4, Praya East, with immediate possession.

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A FRONT and BACK ROOM in the DWELLING to the eastward of the Pier, with part of its spacious Verandah. Immediate Possession.

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**F**IRST CLASS GRANITE GODOWNS, attached to Blue Houses at Wanchai, MARINE LOT 65.

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**T**WO Excellent STONE-FLOORED GODOWNS, on Marine Lot No. 10, Praya Central.

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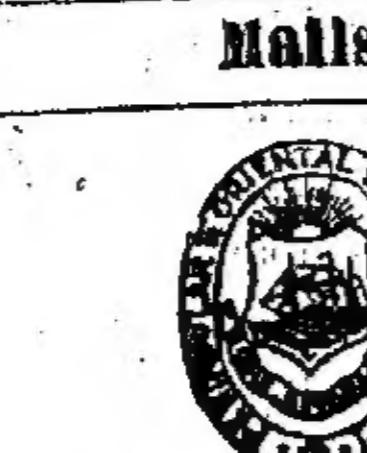
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**R**YAL INSURANCE COMPANY. THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

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Hongkong, January 1, 1874.

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**HEAD OFFICE—HONGKONG.**

**A**GENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

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NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRE, Secretary.

Hongkong, November 1, 1871.

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INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows—

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Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Shipping Orders will be granted until Noon.

Cargo will be received on Board until 4 p.m., Specie and Parcels until 3 p.m. on the 18th April, 1879. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, April 7, 1879.

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Attention is invited to a considerable reduction in Premium for Life Insurance in China.

MEYER & Co.

Hongkong, August 13, 1879.

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A REDUCTION is made on RETURN PASSENGE TICKETS.

Consular Invoices to accompany Overland, Mexican, Central and South American Cargo, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

H. M. BLANCHARD,

Acting Agent.

Hongkong, April 16, 1879.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

**CHINESE INSURANCE COMPANY, (LIMITED.)**

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profit, are distributed annually to Contributors whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

J. BRADLEE SMITH,

Secretary.

Hongkong, December 6, 1876.

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Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

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For Rates of Premiums, forms of proposals or any other information, apply to ARNOLD, KARBERG & Co., Agents, Hongkong & Canton.

HOLLIDAY, WISE & Co., Agents, Hongkong, October 18, 1879.

Hongkong, January 4, 1877.

## THE CHINA MAIL.

## Merchant Vessels in Hongkong Harbour.

Exclusives of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and those in the body of the Harbour or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Section.

- From Green Island to the Gas Works.
- From Gas Works to the Novelty Iron Works.
- From Novelty Iron Works to the Harbour Master's Office.
- From Harbour Master's to the P. & O. Co.'s Office.
- From P. & O. Co.'s Office to Pedder's Wharf.
- From Pedder's Wharf to the Naval Yard.
- From Naval Yard to the Pier.
- From Pier to East Point.

Vessel's Name.	Anchor-age.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignee or Agents.	Destination.	Remarks.
Amoy	4 c	Drewes	Brit. str.	814	April 16	Siemssen & Co.	Shanghai	To-morrow
Anadyr	5 c	Brumet	Brit. str.	2440	April 16	Messageries Maritimes	Marselles, &c.	Mails, 18th
Ararat Appear	6 h	Millne	Brit. str.	1392	April 16	David Sasoon, Sons & Co.	Spore, Calcutta, &c.	To-day
Bomby	1 h		Brit. str.	749	Feb. 12	Kwok Acheong	Yokohama	Sands' Slip
China	5 h	Webb	Brit. str.	956	Mar. 14	Bui Hin Chan	Manila	Ab'de'en Dock
Diamante	5 h	Alderton	Brit. str.	514	April 16	Russell & Co.	Shanghai	To-day
Fame	6 h	Stepani	Brit. str.	1116	April 16	H. K. & W'pos Dock Co.	Saigon	Ab'de'en Dock
Fayew	4 h	Croad	Chl. str.	920	April 16	Adamson, Bell & Co.	Coast Ports	at daylight
Gordon Castle	3 h	Waring	Brit. str.	1281	April 16	Adamson, Bell & Co.	Manila	Mac's Slip
Kwangtung	6 b	Punchard	Brit. str.	675	April 16	Douglas Lapraik & Co.	Shanghai	18th inst.
Leyte	6 c	Zubiaquise	Span. str.	313	April 16	Russell & Co.	Yokohama	18th inst.
Lord of the Isles	5 c	Teal	Brit. str.	1588	April 16	Gibb, Livingston & Co.	Bangkok	Kloon Dock
Loudoun Castle	2 h	Marshall	Brit. str.	185	April 16	Siemssen & Co.	Manila	To-day
Mahanjah	0 c	lark	Brit. str.	994	April 16	Remedios & Co.	Spore, Calcutta, &c.	To-day
Mariveler	3 h	Munoz	Span. str.	425	Mar. 27	Jardine, Matheson & Co.	Siagon	To-day
Moray	0 h	Butcher	Brit. str.	1427	April 16	Kwok Acheong	Manila	To-day
Norna	2 h	Walker	Brit. str.	606	June 28	Adamson, Bell & Co.	Manila	18th inst.
Penedo	5 c	Cain	Brit. str.	652	April 16	Remedios & Co.	Shanghai	18th inst.
Salvadora	5 c	Larringe	Span. str.	615	April 16	Gibb, Livingston & Co.	Australian Ports	19th, noon
Sea Gull	8 h	Haydon	Amer. str.	48	April 16	China Traders' Insurance Co.	Yokohama	Mails
Somerast	4 c	Pockley	Brit. str.	1000	April 16	Gibb, Livingston & Co.	Hamburg	Cost'an Dock
Tanais	5 c	Marcelle	Fch. str.	1755	April 16	Messageries Maritimes	Chfoon	put back
Tung Ting	0 h	Hawthorne	Chi. str.	314	April 16	Adamson, Bell & Co.	Tientain	Wanchai Pier
Washl	6 b	Hunter	Brit. str.	285	April 16	Russell & Co.	San Francisco	put back
Zephyr	1 h	Heuer	Brit. str.	.....	.....	.....	San Francisco	put